to be a necessity of the times; and they conceive that the surest and most expeditious mode of attaining to that state in which it shall be dispensed with is not, as some would urge, to render the system as bad as possible, but to place it on the most just and honourable basis. As long as the evils appear to be in the misapplication of the principle, and not in the principle itself, men will never cease to hope for the imaginary good desirable from a more improved application; but when it shall be made to appear that, even under the utmost and most equitable arrangement, there still remains a considerable amount of evil in the very system itself, themes will date its downfal and the substitution of more enlightened views, tending to the development of that sole antidote to the lamentable evils resulting from competitive hatchetism—co-operation. A certain class of philanthropists exists, desiring the abrogation of capital punishments; but surely, if one amongst that class refused to lend his aid to a more decent and orderly mode of conducting such punishments, he would lay himself open to the charge of extreme folly and inconsistency. Whilst objecting myself, for instance, to the principle of competition, I have given my humble assistance, and will continue to give it, to the attempt to ameliorate some of the avoidable evils of the system.

And to those gentlemen who object to follow the same reasonable course, I should just like to put this question—Will any of you set on foot an Anti-Competition League?

If you will, I promise you half a score of adherents to begin with.

Frank Olives.

With "C. C. C." to expose those men "of high repute(?) who will hesitate at nothing to secure new connections, and declare that they despise professional etiquette," he would benefit the profession at large, and bring far more credit on himself than by "following their example, and persuading his friends to do likewise."

I hope there will be found sufficient honour and probity of character amongst the supporters of the movement to shame such men into propriety and gentlemanly conduct, for such I read to be the meaning of "professional etiquette."

It would be useless here to enter into detail as to the particular points to be touched upon in the code. They must undoubtedly be well and carefully prepared, and explain to committees clearly and distinctly what architects, for the sake of justice and honesty require, as well as point out how the end may be best attained. Past experience is the ground to work upon, and, as was aptly remarked at the meeting, the opinion of fifty good men will have great weight with respectable committees. When they hold back, the black sheep may be easily counted. If unfortunately the means adopted fail, either from want of unanimity amongst architects themselves, or from want of discernment between right and wrong, justice and injustice on the part of committees, then indeed will there be cause for despondency, for every argument which can tell against the present attempt falls with double force against any attempt totally to suppress the system.

The writer of this is firmly of opinion, that though amendment will be slow and long delayed, and on account of the factious opposition of the despisers of professional etiquette, and perhaps a few of the *would-be* architects, men of no knowledge, theoretical or practical, in the end far from perfect, yet that notwithstanding, the attempt is well worthy of support, as it cannot fail to be productive of beneficial results.

Cases are not now infrequent of tolerably well and fairly managed competitions. The mismanagement is oftener the consequence of ignorance than the result of bad feeling. Let architects only point out the right path, and lay before committees a clear and distinct course, or choice of courses, for their adoption, and I venture to assert few committees will turn a deaf ear.

J. H. H.

NOTES IN THE PROVINCES.

Brighton.—The contract for the erection of two chapels in the new cemetery at Brighton is taken by Mr. John Fabian, builder, Brighton. The works will be commenced forthwith.

Gravesend.—A church is being erected amongst the numerous villas springing up at Bawbarville, Northfleet. The edifice adjoins the Dover-road. The architects are Messrs. E. and E. Rose. The erection is in the Early English style, and consists of a nave, north and south aisles, chancel, vestry, and tower at west end, with lofty spires. The roof is of timber, supported by clustered pillars of Caen stone. The walls are of Kentish ragstone, with freestone quoins and dressings.

Usk.—Tenders for gas-works for this town were opened on Monday week. The Neath Abbey Company's tender for the iron-work was accepted, and that of Mr. Joshua Daniels, of Crickhowell, for the erection of the buildings. Mr. Williams, Aberdare; Mr. Williams, Brynmawr; Messrs. Rogers and Hume, Bristol; Mr. Milway, Messrs. Harris and Abbotts, Bristol, &c., also sent in tenders.

Macclesfield.—The building committee of the Macclesfield Mechanics' Institution have been enlarging the building, to form the School of Design for the town.

Monkey, Bilston.—The church and churchyard of All Saints, Monkey, were consecrated on Friday in last week. The church, which adjoins the road to Wednesbury, is in the Early English style, and capable of accommodating 820 persons, 466 free. The cost of the building, &c., will exceed 3,000*l.*, of which 400*l.* still remain as a debt on the edifice. The architect was Mr. Horton, and the builder Mr. Haighway.

Liverpool.—The metal roof of the new military church, in course of erection at the new barracks, fell on Friday in last week, owing to neglect of the workmen in not having properly adjusted some of the bolts. The loss is estimated at 160*l.*——The extensive premises lately occupied by the gas company in Dale-street, together with six shops in Dale-street, and about the same number in Hatton-garden and Cheapside, were offered for sale by auction, end of last week by Mr. Winstanley. The property has a frontage to Dale-street of 164 feet, to Hatton-garden of 295 feet, to Cheapside of 181 feet, extends at the back from Hatton-garden to Cheapside, in an irregular line, 306 feet, contains an area of 6,617 superficial square yards, and is freehold. The shops produce, it was stated, an annual rental of 430*l.* An offer was made for the entire lot (buildings included) of 2*l.* per square yard, or total 13,234*l.* No second bid was made; and Mr. Winstanley said that the offer was so much below the real value of the property that he should at once withdraw the sale.

Manchester.—"The subscriptions to the Manchester Free Library and Museum," says the *Manchester Spectator*, "now reach over 9,000*l.* Large as is the sum, however, it falls short of the requirements of the committee by something like 2,000*l.* The operative classes—happily interested in the scheme—were thought capable, by union of effort, to raise 1,000*l.* of the 11,000*l.* needed. About one-third of their contribution has been received from them; and as the large majority of the lists have not yet been returned, we hope that, by the opening, their entire money contribution will show that their zeal and abilities in this cause have not been overrated. One further effort by all classes of the community will achieve the desired effect."

Stockport.—We are glad to see that improvements and arrangement based on the project of a public park for Stockport are being carried out, such as the widening of roads at the intended entrance, covering ditches near it, &c.

Doncaster.—The town council have resolved to offer a premium of 100*l.* for the best plan for supplying the town with water. They have also decided on calling in the aid of a civil engineer (Mr. James Alexander, of Doncaster), in awarding the prize, and as a consulting engineer generally as to the projected works. The local *Gazette* reminds the council that "the work now to be done is not one of a temporary character: it will be a memorial hereafter of their wisdom or their folly, and, therefore, in selecting a plan, it must be borne in mind that 'the cheapest may not prove to be the best,' and although the outlay should eventually be greater than was anticipated, real utility must not be jeopardised by any false idea of economy."

DISCHARGE OF WATER THROUGH PIPES.

Will your correspondent, who gives a rule at page 408, favour me with a little more information on the subject? He says:—"Multiply the area of the pipe by the square root of the head of water, and that product by 1117·25 for the theoretical quantity," &c. Now this seems to me rather ambiguous. In the first place, is it the area in inches he means, whatever the diameter of the pipe may be? Secondly, does he mean the square root of the superficial area in feet or of the cubical contents? And would not the rate of flow be less or more rapid in proportion to the amount of superficial area covered by a given quantity of water?

Student.

Multiply the area of pipe in inches. Take the square root of the vertical height or head of water in *feet* above the point of its discharge. The friction in small pipes is proportionally greater than in larger ones; but this is not generally regarded in practice. The quantities of water discharged in a given time, from different sized pipes, the head of water being the same, are to each other nearly as the area of the outlets.

H.

RAILWAY JOTTINGS.

The increase in the receipts for the week before last upon the London and North-Western over those of the corresponding period of last year, was no less than 13,034*l.*—viz. 11,626*l.* in the passengers, parcels, &c., and 1,408*l.* in the merchandize and cattle. The receipts last week were 58,356*l.*: in the previous year they were 45,321*l.* The Great Western shows an increase of 3 570*l.*; the South-Eastern, 4,520*l.*; the South-Western, 2,800*l.*; and the London, Brighton, and South Coast, 1,100*l.*—all in the same week. The increase in the Great Northern traffic over the receipts for the corresponding week of 1850, was 8,907*l.* Last year the receipts for the week upon 143 miles of railway were 3,313*l.*; this year the week's traffic has been 12,220*l.* The gross amount of railway traffic in the United Kingdom, from 1st Jan. to 14th June inclusive, published weekly, amounted to 5,946,100*l.*; corresponding period of 1850, 5,201,949*l.*; corresponding period of 1849, 4,884,012*l.*; and 1848, 4,136,837*l.* It is expected that the reports of the meetings will be good. There is an expectation that the South-Western will pay 5*l.* per cent. for this half-year; the Great Northern, 4*l.* per cent.; the Great Western, 2½; and the London and North-Western, 2½. A correspondent of Herapath's expresses an opinion that the Lancashire and Yorkshire will pay 3*l.* for the half-year, leaving a balance of 21,147*l.*——Under the head of "Reduction and Re-adjustment of Railway Fares," the *Bradford Observer* says, "Between Derby and Leeds, Derby and Birmingham, Derby and Leicester, and Nottingham and Leicester, an experimental reduction of rates took place on 1st instant. What, however, pleases us most is the issuing of third-class day tickets; a privilege hitherto withheld from precisely that class of persons most needing it. The millionnaire or landed proprietor, travelling in the cushioned compartments of a 'first-class,' is allowed a reduction if he wishes to return the same day. The substantial tradesman who goes 'second,' also gets something back again in purchasing a 'return.' But the artisan, the labourer, the poor clerk, the half-starved sempstress, the distressed widow, and the thousand other objects of pity and charity, who are compelled to take their seats in the 'third,' are refused the slightest consideration. Why should discounts and deductions be for the rich only? Why should

* "H." means neither one nor the other, but the head of water.

For more information on OCR and PDF Compression go to ThePaperlessOffice.org